

Message Text

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ORIGIN EB-07

INFO OCT-01 EUR-12 ISO-00 L-03 H-01 DOTE-00 OMB-01
SSO-00 SIG-01 CAB-02 CIAE-00 COME-00 DODE-00
INR-07 NSAE-00 EPG-02 FAA-00 SS-15 NSC-05 NSCE-00
PRS-01 PA-01 USIE-00 INRE-00 EPA-01 TRSE-00 /060 R

DRAFTED BY EB/TCA/OA/AVP:AJWHITE:SP
APPROVED BY EB/TCA/OA:RABROWN
EUR/WE - MR. BEIGEL
EUR/RPE - MR. LAASE
L/EB - MR. MICKEY
H - MR. STAHNKE
DOT - MR. WOLFF
EB/ST-MR DIROLLLL
EB - MR. SOUTHWICK
OMB:MR SIDES

-----042968 222210Z /46

O R 222131Z JUL 77
FM SECSTATE WASHDC
TO AMEMBASSY BRUSSELS IMMEDIATE
AMEMBASSY PARIS
INFO AMEMBASSY LONDON
AMEMBASSY BRUSSELS
AMEMBASSY ROME
AMEMBASSY THE HAGUE
AMEMBASSY BONN DUBLIN
AMEMBASSY COPENHAGEN
AMEMBASSY LUXEMBORG

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USEEC

E.O. 11652: N/A

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TAGS: EAIR, FR, BE, EEC

SUBJECT: H.R. 8124

REF: (A) PARIS 20613, (B) BRUSSELS 8848

1. H.R. 8124, A BILL PRIMARILY DESIGNED TO PROVIDE ASSIST-

ANCE TO AIRCRAFT OPERATORS TO COMPLY WITH U.S. NOISE STANDARDS, HAS BEEN INTRODUCED BY REPRESENTATIVE GLENN ANDERSON, CHAIRMAN OF THE HOUSE AVIATION SUBCOMMITTEE, AND SIX OTHER CONGRESSMEN. THE BILL IS INTENDED TO PROVIDE FINANCIAL ASSISTANCE BY MEANS OF TICKET SURCHARGES TO ENABLE AIRLINES TO REPLACE OR RETROFIT AIRCRAFT WHICH DO NOT COMPLY WITH CURRENT FEDERAL NOISE STANDARDS. THE BILL THAT HAS EMERGED IS DIFFERENT IN MANY ESSENTIAL RESPECTS FROM WHAT THE ADMINISTRATION WOULD FAVOR. WE ARE POUCHING TO ADDRESSEES COPIES OF STATEMENT OF DOT SECRETARY BROCK ADAMS BEFORE SUBCOMMITTEE ON ADMINISTRATION VIEWS ON AIRCRAFT NOISE ABATEMENT.

2. THE BILL CONTAINS A PROVISION WHICH WOULD PROHIBIT THE USE OF FUNDS OTHERWISE PROVIDED UNDER THE BILL FOR PURCHASE OF ANY REPLACEMENT AIRCRAFT "UNLESS MORE THAN 50 PER CENTUM OF THE TOTAL PURCHASE PRICE OF SUCH REPLACEMENT AIRCRAFT IS ATTRIBUTABLE TO UNMANUFACTURED ARTICLES, MATERIALS, AND SUPPLIES AS HAVE BEEN MINED OR PRODUCED IN THE UNITED STATES AND SUCH MANUFACTURED ARTICLES, MATERIALS, AND SUPPLIES AS HAVE BEEN MANUFACTURED IN THE UNITED STATES SUBSTANTIALLY ALL FROM ARTICLES, MATERIALS, OR SUPPLIES MINED, PRODUCED, OR MANUFACTURED, AS THE CASE MAY BE, IN THE UNITED STATES."

3. THIS PROVISION WAS NOT DISCUSSED WITH THE ADMINISTRATION LIMITED OFFICIAL USE

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TION AND DOES NOT REPRESENT ADMINISTRATION THINKING. AS WE UNDERSTAND IT FROM COMMITTEE STAFF SOURCES, "BUY AMERICAN" PROVISION WAS ADDED AT THE LAST MINUTE WHOLLY ON THE SUBCOMMITTEE'S INITIATIVE. WE UNDERSTAND FURTHER FROM A COMMITTEE STAFFER THAT ONLY AFTER THIS PROVISION WAS ADDED DID THE SUBCOMMITTEE'S STAFF CONSULT SEVERAL AIRFRAME MANUFACTURERS, AT LEAST ONE OF WHOM EXPRESSED OPPOSITION TO THE PROVISION, MAINTAINING THAT IT WOULD BE DETRIMENTAL TO THEIR INTERESTS.

4. THE SEVEN PER CENT FEATURE CITED IN PARIS REFTEL IS A SEPARATE AND MORE COMPLICATED ISSUE. THE BILL PRESCRIBES THAT AIRLINES MAY NOT USE FINANCING TO PURCHASE REPLACEMENT AIRCRAFT WHICH WOULD HAVE A TOTAL OF MORE THAN 107 PER CENT OF THE CARGO AND PASSENGER CAPACITY OF THE AIRCRAFT BEING REPLACED. THIS IS INTENDED TO PREVENT AIRLINES FROM USING THE FUNDING UNDER THE BILL FROM GOING BEYOND MERE REPLACEMENT AND ADDING SUBSTANTIALLY TO THEIR FLEET CAPACITY.

5. BILL ALSO WOULD REQUIRE FOREIGN AIRLINES TO ASSESS SURCHARGES BUT FUNDS GENERATED IN THIS MANNER WOULD GO

INTO TRUST FUND TO WHICH FOREIGN AIRLINES WOULD NOT HAVE ACCESS.

6. DEPARTMENT HAS PROTESTED VIGOROUSLY TO THE COMMITTEE AGAINST THE "BUY AMERICAN" PROVISION AND OTHER FEATURES OF BILL WHICH WE CONSIDER OBJECTIONABLE. DOT HAS DONE LIKEWISE.

7. WE UNDERSTAND THAT COMMITTEE FACING HEAVY FIRE FROM VARIOUS ELEMENTS IN ADMINISTRATION, IS ALREADY REVISING THE BILL AND THAT THE "BUY AMERICAN" PROVISION CITED IN PARAGRAPH 2 ABOVE IS BEING RECONSIDERED. DEPARTMENT IS COORDINATING FURTHER ACTION ON BILL WITHIN THE ADMINISTRATION.

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8. EMBASSY AND EEC MISSION MAY DRAW ON ABOVE. INFO ADDRESSEES MAY DO LIKEWISE IF ISSUE IS RAISED WITH THEM.

9. BILL HAS NOT YET GONE TO MARK-UP AND WE UNDERSTAND NO

MARK-UP YET SCHEDULED. DEPARTMENT WILL KEEP POSTS INFORMED OF DEVELOPMENTS. VANCE

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Message Attributes

Automatic Decaptioning: X
Capture Date: 01-Jan-1994 12:00:00 am
Channel Indicators: n/a
Current Classification: UNCLASSIFIED
Concepts: NOISE POLLUTION, COMMERCIAL AIRCRAFT, TECHNICAL ASSISTANCE, LEGISLATIVE BILLS
Control Number: n/a
Copy: SINGLE
Sent Date: 22-Jul-1977 12:00:00 am
Decaption Date: 01-Jan-1960 12:00:00 am
Decaption Note:
Disposition Action: RELEASED
Disposition Approved on Date:
Disposition Case Number: n/a
Disposition Comment: 25 YEAR REVIEW
Disposition Date: 22 May 2009
Disposition Event:
Disposition History: n/a
Disposition Reason:
Disposition Remarks:
Document Number: 1977STATE172072
Document Source: CORE
Document Unique ID: 00
Drafter: AJWHITE:SP
Enclosure: n/a
Executive Order: N/A
Errors: N/A
Expiration:
Film Number: D770262-1088
Format: TEL
From: STATE
Handling Restrictions: n/a
Image Path:
ISecure: 1
Legacy Key: link1977/newtext/t19770727/aaaaaxgq.tel
Line Count: 144
Litigation Code IDs:
Litigation Codes:
Litigation History:
Locator: TEXT ON-LINE, ON MICROFILM
Message ID: a3dcf264-c288-dd11-92da-001cc4696bcc
Office: ORIGIN EB
Original Classification: LIMITED OFFICIAL USE
Original Handling Restrictions: n/a
Original Previous Classification: n/a
Original Previous Handling Restrictions: n/a
Page Count: 3
Previous Channel Indicators: n/a
Previous Classification: LIMITED OFFICIAL USE
Previous Handling Restrictions: n/a
Reference: 77 PARIS 20613, 77 BRUSSELS 8848
Retention: 0
Review Action: RELEASED, APPROVED
Review Content Flags:
Review Date: 01-Dec-2004 12:00:00 am
Review Event:
Review Exemptions: n/a
Review Media Identifier:
Review Release Date: n/a
Review Release Event: n/a
Review Transfer Date:
Review Withdrawn Fields: n/a
SAS ID: 1771360
Secure: OPEN
Status: NATIVE
Subject: H.R. 8124
TAGS: EAIR, FR, BE, EEC
To: BRUSSELS PARIS MULTIPLE
Type: TE
vdkgvwkey: odb://SAS/SAS.dbo.SAS_Docs/a3dcf264-c288-dd11-92da-001cc4696bcc
Review Markings:
Margaret P. Grafeld
Declassified/Released
US Department of State
EO Systematic Review
22 May 2009
Markings: Margaret P. Grafeld Declassified/Released US Department of State EO Systematic Review 22 May 2009